

AMENDMENTS TO THE DRAWINGS

The attached sheet of drawings includes changes to Fig. 6. Please replace the original filed Figs. 6a and 6b with the attached Replacement Sheet.

Attachment: Replacement Sheet
Annotated Sheet Showing Changes

REMARKS/ARGUMENTS

Reconsideration and withdrawal of the outstanding grounds of objection and/or rejection are respectfully requested in light of the above proposed amendments and the remarks that follow.

The Examiner has rejected claims 6 and 13 for the reasons stated on page 2 of the Official Action. By this Amendment, applicant proposes to amend not only claims 6 and 13 but also claims 7, 8, 9 and 10 to refer to “said at least one payload bay” so as to provide precise antecedent basis for the claim language.

The Examiner has rejected claims 6, 7, 8 and 13 under 35 U.S.C. §102 as anticipated by Bucher (US 6,254,032).

By this proposed Amendment, independent claim 6 has been amended to more clearly distinguish over the prior art relied upon by the Examiner. For example, claim 6 would now require an elongated fuselage formed with front and rear ends and opposite sides and having a longitudinal axis and a transverse axis. In Bucher, the fuselage and indeed the entire craft is circular in shape.

Claim 6 would now also require a pilot’s cockpit formed on one side of the fuselage between the lift producing propellers and laterally offset relative to the longitudinal axis. In Bucher, there is only one “elongate central cabin 1 arranged in the center of a central disk 2” (see column 2, lines 44, 45). In this regard, the Examiner’s attempt to interpret a single seat within the cabin 1 as a separate compartment (now pilot’s cockpit) is unreasonable and clearly nonresponsive to the specific claim language.

Claim 6 would now also require that the at least one payload bay be separately accessible from an opposite side of a fuselage but wherein the payload bay extends within the fuselage

across the longitudinal axis. In Bucher, there is no separately accessible payload bay. Rather, Bucher, as noted above, has a single cabin 1 with a single entrance 11.

In addition, Bucher does not disclose that the payload bay includes a support for at least a portion of the payload externally of the fuselage, nor does a cover for such a payload bay. For the above reasons, it is readily apparent that Bucher does not anticipate the subject matter of amended claim 6 nor claims 7, 8 or 13 that depend therefrom.

The Examiner has rejected claim 10 under 35 U.S.C. § 103 as unpatentable over Bucher.

The rejection of claim 10 falls for all of the reasons noted above with respect to independent claim 6 from which claim 10 depends. Moreover, Bucher does not disclose a cover for the payload bay that is hinged on the same side of the fuselage as the pilot's cockpit.

The Examiner has rejected claims 6, 12 and 13 under 35 U.S.C. § 103 as unpatentable over Hulbert in view of Piasecki.

Hulbert discloses a pair of relatively narrow compartments on opposite sides of the longitudinal axis of the vehicle, along with a middle cavity, all referred to by reference numeral 16. Hulbert neither discloses nor suggests the payload bay on one side of the longitudinal axis of the fuselage that extends internally within the fuselage to the other side of the longitudinal axis. In other words, Hulbert fails to take advantage of the arrangement of compartments as in the present invention where the payload bay extends fully from one side of the fuselage across the longitudinal axis and into the other side of the fuselage, permitting arrangements such as those shown in Figures 14a-14b of the subject application. Moreover, in Hulbert, the arrangement of three compartments are symmetrical relative to the longitudinal axis of the craft unlike the arrangement required by independent claim 6, i.e., where the pilot's cockpit and the at least one payload bay are asymmetrical relative to the longitudinal axis.

Thus, no combination of Hulbert and Piasecki renders obvious the subject matter of any of claims 6, 12 and 13. With respect to claim 12, the specification has been amended to describe in words the vane arrangement explicitly shown in various figures, such as Figure 6b. That figure has been amended to add reference numeral 62c.

For the above reasons, none of claims 6, 12 and 13 are unpatentable based on the combination of Hulbert and Piasecki as set forth by the Examiner.

The Examiner has also rejected claim 6 under 35 U.S.C. § 103 as unpatentable over Piasecki in view of Hulbert. It is noted, however, that the combination of references does not produce the subject matter of claim 6 as amended herewith. Specifically, even if Piasecki were amended to include a center bay as taught by Hulbert, that combination would not meet the limitations of amended claim 6 which require that the pilot's cockpit and the at least one payload bay are asymmetrical with respect to the longitudinal axis of the vehicle. The combination simply fails to suggest the arrangement as now required by claim 6 and, therefore, this ground of rejection should be withdrawn.

Claim 11 has been rejected under 35 U.S.C. § 103 as unpatentable over Piasecki in view of Hulbert and further in view of Illingworth. Since Illingworth fails to remedy the deficiencies of the base combination of Piasecki and Hulbert, the rejection of claim 11 is also improper.

The Examiner has rejected claim 9 under 35 U.S.C. § 103 as unpatentable over Hulbert in view of Piasecki or vice versa.

Dependent claim 9 is patentable by reason of its dependence upon claim 6, noting that the combination of references does not render prima facie obviousness the subject matter of claim 6 as amended herewith.

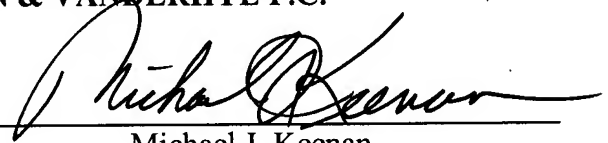
The application is now in condition for allowance, and early passage to issue is respectfully requested. In the event, however, any small matters remain outstanding, the Examiner is encouraged to telephone the undersigned so that the prosecution of this application can be expeditiously concluded.

The Commissioner is hereby authorized to charge any deficiency in the fee(s) filed, or asserted to be filed, or which should have been filed herewith (or with any paper hereafter filed in this application by this firm) to our Account No. 14-1140.

Respectfully submitted,

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By: _____



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